

Workshop on Transport Infrastructure Corridors along Europe and Asia

4 September 2017

Working Party on Transport Trends and Economics, 4-6 September 2017,
Palais des Nations, Geneva

development of transport corridors, their
management, investment projects, initiatives
to eliminate border crossings delays and
infrastructure missing links



BOSNIA AND HERZEGOVINA



Ministry of Communications and Transport



Bosnia and Herzegovina...

...is the heart shaped land that lies in the heart of southeast Europe. It is here that eastern and western civilizations met, sometimes clashed, but more often enriched and reinforced each other throughout its long and fascinating history...

State which consists of two entities, Federation of Bosnia and Herzegovina and Republika Srpska, and Brcko District as a separate major administrative unit. The Constitution of BiH reserves certain decisional competences to entities in a number of areas, including transport and infrastructure. Furthermore, FBiH consists of ten Cantons, and each of them is entitled to some competences regarding local transport and infrastructure.

Total length of the road network is **24,796 km**:

- 3,970 km main roads (16.0%); **128,7 km** of which classified as Motorways (120 km of motorways and 28.7 km of roads reserved for motor traffic) which meet high quality standards (2x2+1 emergency lane),
- 4,611 km secondary / regional roads (18.6%) and
- 14,200 km other / local roads (57.3%)

Out of 1.030,389 km of railway lines, 91.48% are single-track and 8.52% are double-track lines. The entire network is based on a standard gauge (1,435 mm) and the majority is single track (92%). More than 85% of the network is allowing maximum loads of 22.5 tonnes per axle or 8.0 Tonnes per linear meter. Around 76% of the network is electrified with a mono-phase 25kV, 50HZ AC system.

Bosnia and Herzegovina...

...situated at the heart of the Balkan Peninsula, Bosnia and Herzegovina encompasses both Mediterranean and Alpine climates, landscapes and henceforth some of the richest flora and fauna found in Europe. ..

Continued efforts of the European Union aimed at integrating the countries of the Western Balkans into the EU are important for regional cooperation. The Berlin process has provided particular impetus to continue with the reform agenda. Regional cooperation has been significantly improved, resulting in benefits for economic and social development that are already visible.

Creating competitive, reliable and safe TEN-T network is one of the common goals we are committed to achieve, together with our EU partners.

2016-2030 Framework Transport Strategy was adopted mid-2016. The Framework Transport Strategy serves as the guideline for the development of the transport sector in Bosnia and Herzegovina in the following 15 years, describing in detail the implementation of the Transport Policy as of today and until 2030. It sets out the procedures and programs to be undertaken (administrative reforms, regulatory alignment, capacity building and the investment programs), as well as the distribution of responsibilities, timeframe and key performance indicators.



Indicative Extension to Neighbouring Countries
Comprehensive & Core Network: Inland waterways and ports
Western Balkans Region



Indicative Extension to Neighbouring Countries
Comprehensive Network: Railways, ports and rail-road terminals (RRT)
Core Network: Railways (freight), ports and rail-road terminals (RRT)
Western Balkans Region





Indicative Extension to Neighbouring Countries
Comprehensive Network Railways and airports
Core Network Railways (passengers) and airports
Western Balkans Region



Indicative Extension to Neighbouring Countries
Comprehensive & Core Network Roads, ports, rail-road terminals and airports
Western Balkans Region



Bosnia and Herzegovina...

...much of Bosnia and Herzegovina is mountainous. The long chain of the Southern Alps – the Dinaric Alps - stretches from northwest Slovenia through the heart of Bosnia and Herzegovina and into Montenegro, and finishes in Albania. ..

SEETO road network in Bosnia and Herzegovina consist a total of 470 km of roads on the key SEETO routes:

- Section of **Vc Corridor** through BiH;
- **Route 1:** from the border with Croatia (near Ploče) to Neum (BiH), all the way to Dubrovnik (CRO);
- **Route 2a:** from the border with Croatia (in the direction of Okučani) and all the way to Banja Luka (BiH) and Lašva (BiH);
- **Route 2b:** from Sarajevo (BiH) to the border with Montenegro (in the direction of Podgorica);
- **Route 3:** from Sarajevo (BiH) to the border with Serbia (in the direction of Užice); and
- **Route 9a:** from Banja Luka (BiH) - Doboj (BiH) - Tuzla (BiH) - Zvornik (BiH) towards the Republic of Serbia.

The Core Transport Network for the Western Balkans was agreed in 2015, based on the Comprehensive network established under MoU and SEETO and the TEN-T methodology for the definition of the TEN-T Core Network. This initiative extends the TEN-T Core Network to the Western Balkans.

Bosnia and Herzegovina...

...some northern area share part of the long and agriculturally rich plains that extend from Hungary, through Slavonia and Croatia into the fertile fields of the Sava and Drina River valleys that flow into the Black Sea basin...

Corridor Vc is the branch of Corridor V stretching from Budapest (Hungary) via Croatia and Sarajevo to the Port of Ploče on the Adriatic Sea.

It runs through the central part of Bosnia and Herzegovina, through the valleys of the Bosna River and the Neretva River in the North-South direction. The connecting point with the Republic of Croatia in the North is in the place called Svilaj, whereas the Southern connecting point with the Republic of Croatia is in the place called Bijača.

There is no doubt that the construction of the motorway on the Corridor Vc is the largest development project in Bosnia and Herzegovina, because only with the modern, up-to-date transport infrastructure can we meet the requirements of the European transport system, which is a prerequisite for the integration of Bosnia and Herzegovina into all European flows.

Until now, 92 km of the motorway have been completed and put into operation, such as subsections: Zenica South – Kakanj; Kakanj – Sarajevo North; Sarajevo North – Sarajevo West; Sarajevo West – Tarčin and Zvirovići – Bijača (from Međugorje intersection to the Bijača border crossing).

Bosnia and Herzegovina...

...Herzegovina hosts the highest and wildest part of this mountain range, which for centuries provided the population protection from Roman invaders, and which slowed the Ottoman conquest of Bosnia...

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Bosnia and Herzegovina...

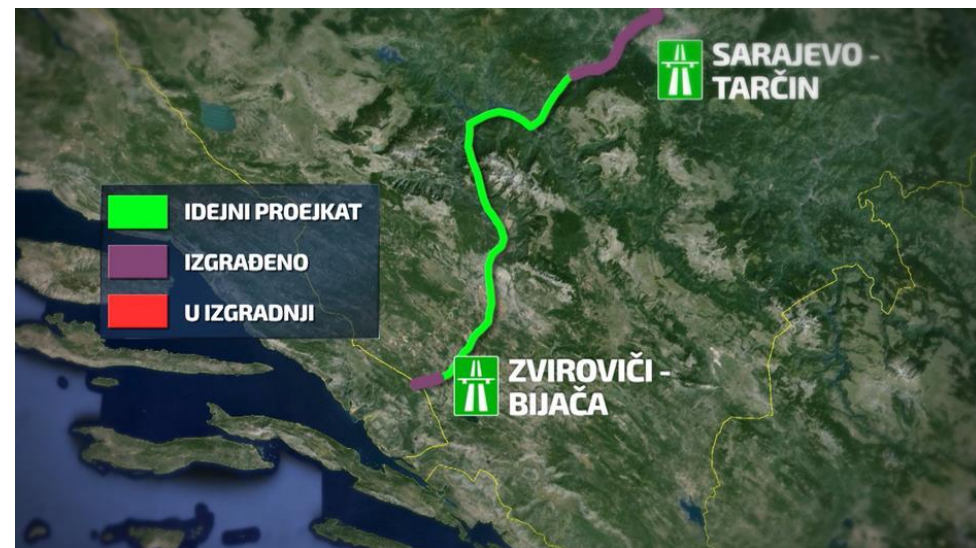
...the Mediterranean and Alpine influences meet and create a mosaic of climate types within a relatively small area. The south enjoys warm, sunny and dry weather, with very mild winters....

From 2017 until end of 2018, the plan is to complete three motorway subsections on the Corridor Vc, the construction of which is currently on-going:

- Construction of the Svilaj bridge
- Svilaj – Odžak (Phase II) 10,4 km (by end of 2017)
- Klopče – Drivuša 2,3 km (first half of 2018)
- Donja Gračanica (Pečuj tunnel) – Klopče 5,8 km (by end of 2018)

Commencement and completion planned in the 2017-2020 period:

- Nemila – Vranduk– Ponirak (entrance into Zenica tunnel)
- Zenica tunnel (Ponirak – Vraca)
- Vraca – D.Gračanica (Pečuj tunnel)
- Poprikuše- Nemila
- Tarčin - Ivan
- Buna – Počitelj
- Počitelj – Zvirovići



Bosnia and Herzegovina...

...there are three 'official' languages spoken in Bosnia and Herzegovina: Bosnian, Croatian, and Serbian. For the local people there is a great importance attached to the name of the language...

The EBRD is considering providing loan of up to EUR 70.0 million to Republika Srpska Motorways. The EBRD Loan will be used to finance the construction of two motorway interchanges, Johovac (Tovira) and Rudanka (Kostajnica), and a 6 km long motorway section between the interchanges, plus a two lane connecting road of around 1km to the link to the existing trunk road including a crossing of the River Bosna. This is known as "Project 1", and would be the first 6 kilometres out of total **46.6 kilometres** of Corridor Vc that need to be constructed within RS territory.

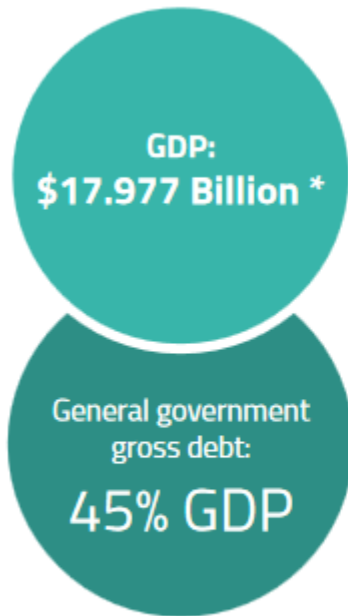
A parallel loan from another international financing institution will be used to finance the construction of 14 km long adjoining northbound section from interchange Johovac (Tovira) to interchange Podnovlje (excluding the Johovac interchange). This is known as "Project 2".



Bosnia and Herzegovina...

...in the cities it is very common to find English-speaking people. The heavy presence of the international community has almost made it a second language here. Most young people will have some knowledge of English anywhere you go...

The existing road infrastructure construction models are financially exhausted. Given the condition and development of infrastructure in Bosnia and Herzegovina, any delays in the construction work have direct negative effects on the country's GDP. Also, EU funds alone cannot be the main source of funding the infrastructure construction.



** Data for 2014, International Monetary Fund, World Economic Outlook Database, April 2015.*

Investments on transport networks in Bosnia and Herzegovina from 2004		
	TEN-T Comprehensive Network	TEN-T Core Network
Total investments from 2004	€1. 772 billion	€ 1.679 billion
Disbursed	€ 1.312 billion	€ 1.265 billion
Committed	€ 460 million	€ 414 million
Investments by transport mode	Road	€1.538 billion
	Rail	€227 million
	Airports	€7 million
Main source of funding	Budget	10%
	IFI loans	88%
	Concessions (airport)	-
	EU funds	-
	Other	2%

Bosnia and Herzegovina...

...the currency is strong, inflation is low, the country is not heavily indebted, and much of the infrastructure has been reconstructed. The country is focused on cutting back its bureaucracy, privatize public companies and attract foreign investments....

The **WB6 initiative** provided further support to transport development as the economic generator of the region. Establishment of the Core Network and modification of the Comprehensive Network in the Western Balkans provided a structure for more concentrated development of infrastructure in the region with the aim of enhancing connectivity and mobility and joining WB with the EU TEN-T network.

Updating **REBIS** will develop a Priority Action Plan for enhancing the efficiency of the indicative extension of the TEN-T Comprehensive Network to the Western Balkans, by developing a transport demand model, identifying the main corridors/routes on the TEN-T Comprehensive Network in the Western Balkans based on the EU TEN-T criteria, analysing the physical and non-physical barriers to the efficient operation of the Network and identifying potential efficiency-enhancing investments and measures.

The **Flagship Axis Initiative** aimed to identify physical and non-physical barriers to selected multimodal axes (Corridors/Routes) from the TEN-T Comprehensive Network in Western Balkans, focusing on development of cost efficient measures for reducing travel times and transport costs.

Bosnia and Herzegovina...

...there are three main 'peoples' that inhabit this country: Bosniaks, Croats, and Serbs. Despite different religious and/or ethnic background their language, traditions and culture are more similar than not...

In order to objectively assess improvements in connectivity and corridor performance, a reliable measurement and monitoring system is essential.

Over a year ago, we embarked on the first pilot in the Western Balkans for **corridor performance monitoring**. In collaboration with the World Bank and under support from SEETO and EC, we are piloting a corridor performance monitoring system that will systematically and consistently measure travel time, cost and reliability along Corridor Vc.

We hope that this monitoring system will not only identify bottlenecks along the Corridor including border crossings; it will help in explaining the reasons for the delays so that they can in turn be addressed.

This pilot can then be extended to other corridors in the region allowing for benchmarking and providing clear opportunities for improving performance.



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Thank you



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